

NATIONAL CAPITAL PLANNING COMMISSION
WASHINGTON, D.C. 20576

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February 27, 1984

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M E M O R A N D U M

TO: Reginald W. Griffith
Executive Director

FROM: Donald F. Bozarth *DFB*
Associate Executive Director, Regional Affairs

SUBJECT: CIA Traffic Advisory Committee Meeting On February 22, 1984

The purpose of this meeting at the McLean Community Center was to review the consultant's alternatives in the February 9th report and to select several for further study. Consultant recommended further study of alternatives 2a, 4 and an unspecified at-grade alternative for the intersection of Routes 123, 193 and the CIA entrance on Dolly Madison Boulevard (#123).

At the start of the meeting, the citizens indicated they needed more time to review the various alternatives and to take them up at the Board of Directors meeting of the McLean Citizens Association on March 7th. It was ultimately later decided that the committee would meet again on March 13th at 2:30 p.m. at the Virginia Department of Highways & Transportation Office in Fairfax for further discussion and to select the alternatives for further study.

The rest of the nearly three-hour meeting was devoted to a review of the various alternatives by John Fowler of Dewberry and Davis and dozens of related questions. I think it was a very helpful session and gave the citizens a much better understanding of the various alternatives and their advantages and disadvantages. However, the whole process has been further delayed.

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Major discussions focussed on the following:

1. Why did Route 123 have to be six lane and what would happen at its eastern terminus at the George Washington Memorial Parkway?

2. Why couldn't the Beltway/GWMP interchange be improved so the GWMP could take more CIA traffic?

3. What could be done to improve the Potomac Potomac School Road, #123 and #193 intersection and the Merchant Lane/Saville Lane intersection with #123?

4. Was the 1.5% annual increase in traffic assumed for this area valid or too low and should it be higher? (Apparently the recent change in car pool rules on the Dulles Access Road has thrown more traffic onto #123. Is this increase temporary or permanent? The consultant justified the 1.5% in view of the fact that there has been little or no increase in traffic on #123 in the last 4 years.)

It was clear that different citizens and citizen groups had somewhat different concerns depending on their location and which of these intersections they most frequently used.

In response to questions about the schedule, [redacted] said CIA hopes to move the additional employees onto the site in the summer of 1987. He also indicated VDH&T needs about 2 years to build whatever improvements are selected. This means VDH&T needs to make a commitment to actual construction in the spring of 1985 or in about another year.

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In response to questions, the consultant indicated that it would take about a month for them to prepare preliminary engineering designs for the three alternatives selected. If the Committee does select three for further study on March 13th, it would be mid-April at the earliest before the committee could receive them for review and evaluation. Allowing time for all concerned to complete their evaluation, its likely that the earliest the Committee could select a single solution would be about the end of April or early in May -assuming a consensus can be reached by the Committee.

There were no questions about or discussions of CIA's schedule for construction of bid package #1 or CIA's schedule for submitting its plans for bid package #2 for Commission review and action.

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[redacted] (CIA) ✓

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